

UNION PACIFIC RAILROAD COMPANY
EASTERN DISTRICT



KANSAS DIVISION

TIME-TABLE
No. 15

Effective Sunday,
Nov. 2, 1952

At 12:01 A. M.
 Central Time East of Ellis and on Plainville Branch;
 Mountain Time West of Ellis

Safety Is
No Accident

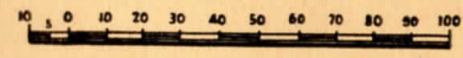
FOR EMPLOYEES ONLY

EASTERN DISTRICT

KANSAS DIVISION

CORRECTED TO MAR. 20, 1948

Scale of Miles



FIRST SUBDIVISION		FIRST CLASS					EASTWARD				
Time-Table No. 15 November 2, 1952		4	10	508	40	544	140	70	510	38	44
STATIONS		C. R. I. & P. Passenger	Streamliner Passenger	C. R. I. & P. Rocket Passenger	Passenger	Motor Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Rocket Passenger	Passenger	C. R. I. & P. Passenger
DN-R UNION STATION US			A 7.15AM		A 11.30AM			A 7.55PM		A 10.30PM	
KANSAS CITY, KAN.			6.56		11.16			7.32		10.10	
DN-R TERMINAL JCT. YL JC		A 1.10AM	6.55	A 8.27AM	11.14		A 6.48PM	7.30	A 7.37PM	10.09	A 10.18PM
C. R. I. & P. JCT. YL			1.08		8.25			7.27		7.35	
DN KAW JCT. YL KW			1.06		8.24			7.24		7.33	
MUNOIE			1.01		8.20			7.19		7.29	
D BONNER SPRINGS BW			12.53		8.13			7.10		7.21	
DN A. T. & S. F. CROSS. BN											
LORING			12.50		8.10			7.03		7.17	
LINWOOD			12.43		8.03			6.54		7.09	
DN LAWRENCE YL DA			12.31		7.52	s 10.35		6.41	s 6.58	s 9.30	9.39
WILLIAMSTOWN			12.23					6.28		9.16	9.28
D PERRY KY			12.20		7.41			6.22		6.46	9.13
GRANTVILLE			12.12		7.33			6.08		6.38	9.03
DN A. T. & S. F. CROSS. X											
DN-R TOPEKA YL OT		s 12.04AM	s 5.53	s 7.26AM	s 10.05	A 4.45PM	s 5.38PM	s 6.00	s 6.30PM	s 8.55	s 9.05PM
O. R. I. & P. CROSS.											
DN WEST TOPEKA YL CH			5.50		9.55	4.40		5.48		8.44	
MENOKEN			5.45		9.50	4.35PM		5.42		8.39	
D SILVER LAKE SI			5.40		9.45			5.36		8.33	
D ROSSVILLE RV			5.35 ¹⁴⁹		9.40			5.26		8.28	
DN ST. MARYS SY			5.29		9.32 ¹⁵⁰			5.15		8.21 ³⁰	
D BELVUE BV			5.24		9.23			5.05		8.15	
DN WAMEGO WA			5.18		9.16			4.58		8.09	
ST. GEORGE			5.11		9.07			4.48		8.03	
DN MANHATTAN YL MH			5.03		8.58 ¹⁴⁹			4.40		7.55	
O. R. I. & P. CROSS.											
EUREKA LAKE			4.47		8.47			4.23		7.45	
EAST FUNSTON YL			4.42		8.41			4.15		7.40	
D FORT RILEY FT			4.37		8.37			4.10		7.35	
DN-R JUNCTION CITY JN			4.32		8.31			4.00		7.30	
KANSAS FALLS			4.25		8.23			3.50		7.20	
D CHAPMAN CM			4.03		8.14			3.39		7.11	
D DETROIT DR			3.56		8.09			3.32		7.06	
DN ABILENE YL AB			3.50 ³⁷		8.03			3.23		7.00	
A. T. & S. F. CROSS.			3.45		7.58 ¹⁵⁰			3.15		6.55 ¹⁵⁴	
WEST ABILENE YL			3.43		7.53			3.10		6.49	
SAND SPRING			3.40		7.49			3.06		6.46	
D SOLOMON YL SK			3.36		7.45			3.01		6.42	
NEW CAMBRIA			3.29		7.37 ⁷⁹			2.52		6.33	
EAST SALINA YL			3.25		7.33			2.48		6.28	
DN-R SALINA YL			3.23 ¹⁵⁵		7.30AM			2.45PM		6.25PM	
(186.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru time..... (1.06) (3.52) (1.01) (4.00) (0.10) (1.10) (5.10) (1.07) (4.05) (1.13)
Average speed per hour..... 58.8 48.3 63.6 46.7 14.7 48.5 36.1 57.9 45.7 53.2

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 38 are superior to No. 69.—See Rule 8-72.

Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka.

Time shown at Union Station and Kansas City, Kan., is for information only. Trains are governed by Kansas City Terminal Railroad Time-Table and Rules while using their tracks between Union Station and Terminal Jct.

For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages.—See Page 23.

FIRST SUBDIVISION		SECOND CLASS					EASTWARD				
Time-Table No. 15 November 2, 1952		150	166	566	158	80	154				
STATIONS		Local Freight	Mixed	C. R. I. & P. Mixed	Local Freight	A. T. & S. F. Mixed	Time Freight				Car capacity of engine, etc. See Page 24.
DN-R UNION STATION US											
ARMSTRONG YL							A 5.00AM				WCTY
DN-R TERMINAL JCT. YL JC							2.50				XP
C. R. I. & P. JCT. YL							2.45				X
DN KAW JCT. YL KW							2.40				XP
MUNOIE											CB 104 XP
D BONNER SPRINGS BW											CB 61 P
DN A. T. & S. F. CROSS. BN											IF
LORING											CB 103 XP
LINWOOD											CB 103 XP
DN LAWRENCE YL DA											CB 96 YXP
WILLIAMSTOWN											XP
D PERRY KY											CB 103 XWP
GRANTVILLE											CB 102 P
DN A. T. & S. F. CROSS. X											XIP
DN-R TOPEKA YL OT							1.05				
O. R. I. & P. CROSS.											
DN WEST TOPEKA YL CH		A 10.50AM									WB 202 WCT PR 122 XWP
MENOKEN		f 10.40					12.40				117 XP
D SILVER LAKE SI		f 10.30					12.20				74 P
D ROSSVILLE RV		s 9.55					12.05 ^M				80 WP
DN ST. MARYS SY		s 9.32 ⁴⁰					11.45 ^M				83 P
D BELVUE BV		f 8.45					11.27				78 P
DN WAMEGO WA		s 8.16					11.12 ⁰				85 WP
ST. GEORGE		f 7.20 ¹⁴⁹					10.40				78 P
DN MANHATTAN YL MH		s 6.50					10.30 ¹⁵¹				190 WTP CB 71 C
O. R. I. & P. CROSS.											
EUREKA LAKE		f 6.00					9.50				118 P
EAST FUNSTON YL		f 5.42					9.35				182 P
D FORT RILEY FT		s 5.30					9.25 ³¹				119 P
DN-R JUNCTION CITY JN		5.20AM					8.50				77 WCT
KANSAS FALLS							7.45				151 YXP
D CHAPMAN CM							7.30				83 P
D DETROIT DR							7.20				130 P
DN ABILENE YL AB							7.10				72 P
A. T. & S. F. CROSS.							6.55 ³⁸				112 WP
WEST ABILENE YL				A 9.50AM	11.25	A 4.55PM	6.35				I
SAND SPRING					f 11.20	f 4.45	6.30				86 P
D SOLOMON YL SK		A 7.20AM	f 9.30 ¹⁵⁹	s 11.10	f 4.35	f 4.35	6.22				WB 77 EB 40 YP
NEW CAMBRIA		7.00 ⁵⁶⁵	9.10	f 10.50	4.25	f 4.25	6.10				85 P
EAST SALINA YL		6.50	9.00AM	10.40	4.15PM	f 4.15PM	6.03				P
DN-R SALINA YL		6.40AM		10.30AM			6.00PM				WCT YXP
(186.6)		Daily Except Sunday	Mondays, Wednesdays, Fridays	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily				

Thru time..... (5.30) (0.40) (0.50) (4.20) (0.40) (11.00)
Average speed per hour..... 12.8 21.6 23.9 10.9 29.9 16.9

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 166 is superior to Nos. 79 and 565.—See Rule 8-72.

Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka.

For stations not shown on schedule pages.—See Page 23.

WESTWARD

THIRD SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS				FIRST CLASS			STATIONS
	97	25	91	369	37	7	9	
	C. R. I. & P. Freight Daily	C. R. I. & P. Mixed Daily	C. R. I. & P. Freight Daily	Mixed Daily	Passenger Daily	C. R. I. & P. Rocket Passenger Daily	Streamliner Passenger Daily	
				11.10 ^{PM}	10.30 ^{AM}		4.09 ^{AM}	DN-R SHARON SPRINGS YL PS
				11.18	10.36		4.14	SUNLAND
				11.30	10.45		4.21	D WESKAN MO
				11.40	10.52		4.26	CHEMUNG
				11.48	10.58		4.30	ARAPAHOE
				11.56 ^{PM}	11.03		4.35	SALIS
				12.20 ^{AM}	11.09		4.39	DN CHEYENNE WELLS CW
				12.30	11.15		4.44	ASCALON
				12.40	11.20		4.49	FIRST VIEW
				12.50	11.29		4.57	ARENA
				1.10	11.39 ³⁸		5.02	D KIT CARSON KC
				1.20 ³⁷⁰	11.46		5.08	SORRENTO
				1.30	11.53 ^{AM}		5.13	WILD HORSE
				1.40	12.01 ^{PM}		5.19	AROYA
				1.54	12.14		5.28	BOYERO
				2.15	12.25		5.35	CLIFFORD
				2.30	12.36		5.44	DN-R HUGO YL HU
				3.15	12.45		5.45	BAGDAD
				3.28	12.52		5.52	LAKE
				3.38	12.59		5.59	LAKE
				3.55	1.08		6.08	DN-R (C. R. I. & P. Crossing) LIMON YL MN
				10.25 ³⁷⁰ ^{PM}			6.51 ⁹² ^{AM}	LIMON JUNCTION YL
				3.45 ^{PM}			6.58	RIVER BEND
				6.10 ^{AM}			7.05	CEDAR POINT
				4.08	1.17		7.10	BUICK
				4.20	1.25		7.15 ⁹¹	D AGATE AX
				4.27	1.30		7.20	LOWLAND
				4.35	1.37		7.27	DN DEER TRAIL DX
				4.44	1.42		7.33	PEORIA
				5.05	1.53 ⁸		7.39	D BYERS BY
				5.20 ⁹²	2.02		7.45	D STRASBURG SR
				5.30	2.10		7.51	D BENNETT BT
				5.40	2.18		7.55	MANILA
				5.50	2.26		7.59	WATKINS
				6.00	2.32		8.04	MESA
				6.13	2.38		8.08	D SABLE SB
				6.24	2.45		8.10	ROYDALE
				6.32	2.50		8.11	DN SANDOWN JCT. SW
				6.37	2.53		8.12	SANDOWN
				6.39	2.54		8.16 ^{AM}	PULLMAN YL
				6.40	2.55		8.25 ^{PM}	
				6.50 ^{AM}	3.03 ^{PM}		8.35 ^{AM}	

Time-Table No. 15
November 2, 1952

BLOCK SIGNALS

(6.35) (2.40) (4.38) (7.40) (4.33) (1.25) (3.26) Thru time
12.7 32.9 18.1 27.2 45.8 61.8 60.7 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

For conditional stops to discharge or pick up revenue passengers.—See Page 8.

THIRD SUBDIVISION

EASTWARD

Mile Post	FIRST CLASS			SECOND CLASS			
	38	8	10	92	370	96	26
	Passenger	C. R. I. & P. Rocket Passenger	Streamliner Passenger	C. R. I. & P. Freight	Mixed	C. R. I. & P. Freight	C. R. I. & P. Mixed
429.8	A12.37 ^{PM}		A10.11 ^{PM}		A 3.40 ^{AM}		
433.8	12.32		10.04		3.30		
441.8	12.24		9.57		f 3.18		
448.2	12.18		9.52		3.02		
453.1	12.13		9.48		f 2.53		
458.2	12.08		9.44		2.44		
463.0	12.03 ^{PM}		9.40		s 2.35		
468.1	11.58 ^{AM}		9.36		2.13		
473.5	11.53		9.32		f 2.05		
482.8	11.44		9.24		1.50		
487.7	11.39 ³⁷		9.20		s 1.30		
494.0	11.32		9.15		1.20 ³⁶⁹		
500.4	11.26		9.10		f 12.55		
507.6	11.19		9.04		f 12.40		
518.0	11.09		8.55		f 12.20		
526.3	11.01		8.48		f 12.05 ^{AM}		
535.5	10.51		8.39		11.50 ^{PM}		
541.7	10.42		8.28		11.20		
547.9	10.36		8.23		11.06		
550.5	10.33		8.20		10.57		
550.6		A 2.23 ^{PM}			s 10.50		
556.6	10.25		8.11		A 6.51 ⁷ ^{AM}	A 10.25 ⁹⁷	A 11.50 ^{PM}
563.2	10.19		8.05		6.36 ⁹¹	f 10.15	11.40
567.1	10.15		8.00		6.22 ⁹	f 10.06	11.30
572.2	10.10		7.56		6.08	f 9.59	11.23 ⁹⁷
578.1	10.04		7.51		5.55	f 9.50	11.10
584.2	9.58	1.53 ³⁷	7.46		5.44	9.40	10.55
590.1	9.52		7.41		5.30	s 9.28	10.45
596.6	9.46		7.35		5.20 ³⁶⁹	9.07	10.25
602.5	9.41		7.30		5.10	f 8.57	10.15
608.9	9.35 ⁹¹		7.25		5.01	f 8.46	10.05
618.7	9.30		7.21		4.52	f 8.34	9.56
618.4	9.25		7.17		4.44	8.18	9.48
625.0	9.19		7.11		4.36	f 8.10	9.40
628.1			7.06		4.25	7.59	9.27
630.5	9.14		7.03		4.16 ⁹⁷	7.50	9.17
633.2	9.11		7.03		4.11	7.46	9.12
634.0	9.10		7.01		4.09 ^{AM}	7.44	9.10 ^{PM}
634.3	9.09		7.00			7.43	10.35
638.2	9.05 ^{AM}	1.05 ^{PM}	6.55 ^{PM}			7.35 ^{PM}	10.10 ^{PM}

BLOCK SIGNALS

Thru time..... (3.32) (1.18) (3.16) (2.42) (8.05) (2.40) (3.20)
Average speed per hour..... 59.0 67.4 63.8 31.0 25.8 31.4 26.3

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

For conditional stops to discharge or pick up revenue passengers.—See Page 8.

WESTWARD

FOURTH SUBDIVISION

Table with columns for Car capacity, Second Class (217, 277, 215, 223), First Class (543), Mile Post, and Stations (MENOKEN, GROVE, DELIA, EMMETT, AIKINS, ONAGA, NOLAN, LILLIS, SULLIVAN, M. P. CROSSING, FRANKFORT, WINIFRED, UPLAND, CARDEN, MARYSVILLE, HERKIMER, BREMEN, O. B. & Q. CROSS., HANOVER, HOLLENBERG, STEELE CITY, RUDY, ENDICOTT, O. R. I. & P. CROSS., FAIRBURY, HEDRIX, ALEXANDRIA, BELVIDERE, CARLETON, DAVENPORT, EDGAR, FAIRFIELD, GLENVIL, LEVEL, M. P. CROSSING, DONIPHAN, BELT LINE CROSS., GRAND ISLAND).

Thru time (0.25) (4.00) (6.05) (0.59) (7.24) Average speed per hour 13.2 28.5 19.0 24.8 28.9

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 256, 258 and 270 are superior to No. 215, and No. 544 is superior to No. 543.—See Rule S-72. For stations not shown on schedule pages.—See Page 23.

FOURTH SUBDIVISION

EASTWARD

Table with columns for Time-Table No. 15 (November 2, 1952), Stations (MENOKEN, GROVE, DELIA, EMMETT, AIKINS, ONAGA, NOLAN, LILLIS, SULLIVAN, M. P. CROSSING, FRANKFORT, WINIFRED, UPLAND, CARDEN, MARYSVILLE, HERKIMER, BREMEN, O. B. & Q. CROSS., HANOVER, HOLLENBERG, STEELE CITY, RUDY, ENDICOTT, O. R. I. & P. CROSS., FAIRBURY, HEDRIX, ALEXANDRIA, BELVIDERE, CARLETON, DAVENPORT, EDGAR, FAIRFIELD, GLENVIL, LEVEL, M. P. CROSSING, DONIPHAN, BELT LINE CROSS., GRAND ISLAND), and Second Class (224, 216, 256, 218, 258, 270).

Thru time (7.35) (1.00) (5.40) (4.00) (0.20) (3.35) (3.00) Average speed per hour 28.0 24.4 20.4 28.5 16.5 32.0 38.0

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 256, 258 and 270 are superior to No. 215, and No. 544 is superior to No. 543.—See Rule S-72. For stations not shown on schedule pages.—See Page 23.

WESTWARD		ST. JOSEPH BRANCH		EASTWARD	
SECOND CLASS		Time-Table No. 15 November 2, 1952		SECOND CLASS	
		STATIONS			
Y		DN-R	ST. JOSEPH YL UN	0.0	
WT		DN-R	TERMINAL YARD YL MK	13.9	A 11.00PM
16 P	6.35PM	DN-R	TROY YL RO	18.9	10.10
24 P	7.10		DOUBLE	17.6	9.50
11 P	7.19		MORAY	19.1	9.40
22 P	7.23		STOUT	22.0	9.30
42 P	7.29		SEVERANCE	24.8	9.20
34	7.43		LEONA	28.9	9.05
31	7.53	D	ROBINSON HR	34.2	8.55
AI			M. P. CROSSING	42.2	
40 WT	8.30 ²¹⁸	DN	HIAWATHA YL H	42.7	8.30 ²¹⁷
16	8.43		HAMLIN	50.2	7.30
27	8.52	D	MORRILL WB	54.1	7.20
35 W	9.10	D	SABETHA YL S	60.7	7.00
29	9.30		ONEIDA	68.8	6.00
30 W	9.50	DN	SENECA YL SN	77.5	5.40
28	10.05		BAILEYVILLE	84.2	4.50
45	10.15	D	AXTELL FR	89.2	4.30
10	10.27		SUMMIT	94.4	4.05
37	10.39	D	BEATTIE B	99.8	3.55
	10.53	D	HOME HO	105.2	3.35
P	A 11.00PM		UPLAND YL	107.8	3.25PM
			(107.8)		Daily

(4.25) Thru Time..... (7.35)
24.4 Average speed per hour..... 14.2

Time shown at St. Joseph and Troy is for information only. Trains are governed by C.R.L.&P. Time-Table and Rules while using their tracks between Troy and St. Joseph.

WESTWARD		HIGHLAND BRANCH		EASTWARD		WESTWARD		LEAVENWORTH BRANCH		EASTWARD		
SECOND CLASS		Time-Table No. 15 November 2, 1952		Mile Post		SECOND CLASS		Time-Table No. 15 November 2, 1952		SECOND CLASS		
		STATIONS						STATIONS				
22 P			STOUT	0.0		6			KNOX YL	3.0		
8			RATOLIFF	3.2					CORRAL	1.5		
10 P		D-R	HIGHLAND HG	7.2		73	WT	11.00AM	DN-R	LEAVENWORTH YL RH	0.0	A 8.45AM
			(7.2)					11.08		COCHRANE	4.0	f 8.25
										ALFA	4.2	
								11.12		LANSING	5.4	f 8.20
								11.22		FAIRMOUNT	10.5	f 8.06
						10		11.55AM	D	TONGANOXIE NX	21.2	s 7.40
						13		12.20PM		REX	31.5	f 7.10
						24 P		12.25		BISMARCK GROVE YL	33.0	f 7.05
							CS 106 WCTEP	A 12.30PM	DN-R	LAWRENCE YL DA	34.8	7.00AM
										(37.8)		Daily Except Sunday

(1.80) Thru Time..... (1.45)
22.8 Average speed per hour..... 19.6

Westward trains are superior to trains of the same class in the opposite direction, except that No. 172 is superior to No. 171.— See Rule S-72.

The time shown at Cochrane and Leavenworth is for information only. Trains are governed by Missouri Pacific Time-Table and Rules while using their tracks between Cochrane and Leavenworth. At Cochrane, eastward, Leavenworth Branch trains will be governed by signal indication of Missouri Pacific color light block signal located 247 feet westward from junction switch. At Cochrane, westward, Leavenworth Branch trains will be governed by signal indication of Missouri Pacific color light block signal located near junction switch. Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD		MANHATTAN BRANCH		EASTWARD	
SECOND CLASS		Time-Table No. 15 November 2, 1952		SECOND CLASS	
		STATIONS			
WCT		DN-R	MANHATTAN YL MH	189.4	A 3.15PM
17			CASEMENT	185.4	f
29			STOCKDALE	178.8	f 2.30
W			GARRISON	172.9	f 2.15
34		D	RANDOLPH FH	167.6	s 1.55
28			CLEBURNE	160.7	s 1.35
20			FLORENA	156.8	f 1.25
			M. P. CROSSING	152.7	
33		D	IRVING VN	151.8	s 1.10
			BRISCO	149.0	
75 W		D	BLUE RAPIDS YL PD	146.7	s 12.50
			SCHROYER	140.0	f 12.30
WCTEP		DN-R	MARYSVILLE YL MS	134.2	A 2.30AM
40 P			MARIETTA	125.9	2.05
76 P		D	OKETO KT	124.4	2.00
23 P		D	BARNSTON NR	118.0	1.50
101 P			BADGER	114.8	
AI			C. B. & Q. CROSSING	113.1	
22 P		D	BLUE SPRINGS BS	110.8	1.35
25 P			HOLMESVILLE	105.7	1.25
			C. R. I. & P. CROSSING	97.2	
WCTEP		DN-R	BEATRICE YL BX	96.8	1.00AM
			(92.6)		Daily

(3.80) Thru Time..... (1.80)
15.8 Average speed per hour..... 21.4 (3.00)
18.4

WESTWARD		McPHERSON BRANCH		EASTWARD	
SECOND CLASS		Time-Table No. 15 November 2, 1952		SECOND CLASS	
		STATIONS			
WCTYZ		DN-R	SALINA YL SC A	0.0	A 2.00PM
			A. T. & S. F. CROSSING	0.5	
			C. R. I. & P. CROSSING	0.6	
			M. P. CROSSING	0.6	
3			WESLEYAN	2.9	1.35
32			MENTOR	8.0	f 1.25
29		D	ASSARIA RI	12.2	s 1.10
18			BRIDGEPORT	15.8	f 12.50
			M. P. CROSSING	20.7	
28		D	LINDSBORG DN	20.9	s 12.31
21			JOHNSTOWN	26.7	f 12.09PM
30			HILTON	30.8	f 11.45AM
			A. T. & S. F. CROSSING	35.1	
26 WT		D-R	McPHERSON YL MF	35.4	11.30AM
			(35.4)		Daily Except Sunday

(2.30) Thru Time..... (2.30)
14.1 Average speed per hour..... 14.1

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD				JUNCTION CITY BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 15 November 2, 1952				SECOND CLASS					
175				STATIONS				176					
Mixed								Mixed					
Daily Except Sunday								Daily Except Sunday					
WOTTE			3.35AM	DN-R	JUNCTION CITY	YL	JN	0.0	A	6.30PM			
23			f 3.55		ALIDA			8.1	f	6.10			
42			s 4.15	D	MILFORD	MR		18.6	s	5.55			
17 w			s 4.35	D	WAKEFIELD	WF		19.4	s	5.40			
15			f 4.57		BROUGHTON			27.9	f	5.17			
30 w			s 6.20	D	CLAY CENTER	YL	CA	88.4	s	5.00			
4					DEHYD			84.2					
14			f 6.45		IDANA			41.1	f	2.25			
9			f 6.55		BROWDALE			46.0	f	2.12			
15 r			s 8.15	D-R	MILTONVALE	YL	MV	51.9	s	2.00			
			8.17		M. V. JUNCTION	YL		52.1		1.42			
			9.02		C. O. JUNCTION	YL		72.1		1.02			
CWT			A 9.05AM	D-R	CONCORDIA	YL	ND	72.5		1.00PM			

(5.30) Thru Time (5.30)
13.2 Average speed per hour 13.2

The time shown at M. V. Junction and C. O. Junction is for information only.
Trains are governed by A. T. & S. F. Time-Table and Rules while using their tracks between M. V. Junction and C. O. Junction.

WESTWARD				SOLOMON BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 15 November 2, 1952				SECOND CLASS					
166				STATIONS				165					
Mixed								Mixed					
Mondays, Wednesdays, Fridays								Mondays, Thursdays, Saturdays					
77 y			7.30AM	D-R	SOLOMON	YL	SK	0.0	A	11.30AM			
40			s 7.45	D	NILES		XN	6.5	s	11.15			
33			f 7.55		VERDI			9.0	f	11.05			
55			s 8.10	D	BENNINGTON		BN	14.7	s	10.50			
18			f 8.25		LINDSEY			20.9	f	10.35			
16 w			s 8.40	D	MINNEAPOLIS	YL	MI	28.8	s	10.25			
					A. T. & S. F. CROSSING			28.7					
7					ALFMIL			24.4					
18			f 8.55		SUMNERVILLE			29.1	f	10.00			
33			s 9.15	D	DELPHOS		DF	84.7	s	9.45			
30			s 9.35	D	GLASCO		GK	41.6	s	9.20			
33			s 9.55	D	SIMPSON		BE	46.8	s	9.00			
25			s 10.10		ASHERVILLE			49.8	s	8.50			
					M. P. CROSSING			57.2					
34 WTC			A 10.45AM	D-R	BELOIT	YL	BL	57.4		8.30AM			

(8.15) Thru Time (8.00)
17.7 Average speed per hour 19.1

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD				PLAINVILLE BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 15 November 2, 1952				FIRST CLASS					
185				STATIONS				533					
Local Freight								Motor Passenger					
Daily Except Sunday								Daily					
WOTTE			8.45AM	DN-R	SALINA	YL	BC	0.0	A	2.30PM			
24			f 8.52		TRENTON			8.4	f	2.15			
28			f 8.58		SHIPTON			6.0	f	2.10			
13			f 9.04		MARYDEL			9.0	f	2.04			
29			s 9.10	D	CULVER		CU	11.6	s	1.59			
42			s 9.30	D	TESCOTT		SX	18.6	s	1.48 ¹⁸⁴			
49 w			s 9.50	D	BEVERLY		VY	28.8	s	1.38			
21			f 10.00		SHADY BEND			26.4	f	1.33			
21					QUARTZITE			32.9					
32			s 10.40	D	LINCOLN CENTER	NC		84.1	s	1.13			
53			s 11.05	D	VESPER		VS	40.7	s	12.59			
44 w			s 11.45AM	D	SYLVAN GROVE	YL	YG	46.9	s	12.49			
47			s 12.33PM		WOLF CREEK	YL		52.4					
39			s 1.15	D	LUCAS		QS	56.0	s	12.33 ¹⁸³			
43			s 1.40	D	LURAY		AU	65.4	s	12.17			
27 w			s 2.10	D	WALDO		OW	71.5	s	12.08PM			
38			s 2.40	D	PARADISE		VM	79.2	s	11.53AM			
28			s 3.05	D	NATOMA		NO	87.0	s	11.41			
28 wcy			8.00AM	DN-R	PLAINVILLE	YL	VN	108.6		11.00 ⁵³³			
37			s 8.15	D	ZURICH		ZU	110.4	s	10.40			
33			s 8.35	D	PALCO		PO	117.8	s	10.25			
22			s 8.45	D	DAMAR			122.7	s	10.10			
23 w			s 9.05	D	BOGUE		BG	129.8	s	9.55			
36 y			s 9.40 ⁵³⁴	D	HILL CITY	YL	CI	138.0	s	9.40 ¹⁸⁵			
28			s 10.05	D	PENOKEE		PK	144.7	s	9.30			
26 w			s 10.40	D	MORLAND		MD	150.2	s	9.20			
27			s 11.00 ¹⁸⁶		STUDLEY			155.4	s	9.10			
29			s 11.20		TASCO			162.5	s	8.55			
27 w			s 11.45AM	D	HOXIE		KZ	170.4	s	8.40			
23			f 12.10PM		SEGUIN			179.1	f	8.23			
30 w			s 12.35	D	MENLO		MZ	186.2	s	8.08			
28			f 1.00		HALFORD			194.0	s	7.55			
26 PWY			s 1.40	D	COLBY	YL	CB	203.5	s	7.40 ¹⁸⁹			
30			f 1.50		ALTAIR			208.9	f	7.26			
15			f 1.55		MINGO			212.5	f	7.20			
30			f 2.08		SPICA			218.0	f	7.10			
PWCT			A 2.30PM	DN-R	OAKLEY	YL	OQ	224.7		7.00AM			

(6.30) Thru Time (7.30)
20.1 Average speed per hour 30.0

Westward trains are superior to trains of the same class in the opposite direction, except that No. 534 is superior to No. 533 from Oakley to Plainville.—See Rule S-72.

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

East leg of wye at Oakley and at Colby are Plainville Branch main track.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

- Designation "Str."** —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
- Designation "DE-Psgr."**—Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
- Designation "Psgr."** —Train with steam locomotive and all passenger train equipment.
- Designation "Frt."** —Train with freight cars; train with caboose only; locomotive without cars.

When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Maximum speed	75	75	75	50	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.				30 25
Inspection bus cars.			40	40					
When caboose is handled in train consisting of passenger train equipment.			50		Trains handling scale test cars: On main line. On branch lines.				30 20
Within yard limits protected by continuous block signal system.	60	50	50	25					
Within yard limits not protected by continuous block signal system.	50	40	40	25	Trains handling CNW, CMStP&P or GN Jeep ore cars.				30
Passing fueling stations.	50	50	40	25					
Maximum speed for Diesel-Electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	40	When using No. 14 turn-outs.	25	20	20	20
Diesel-Electric locomotives running light, dynamic brake not in operation.				35	When using other cross-overs or turn-outs. Exceptions: 9000 class engines, forward movement. 9000 class engines, backward movement. All other engines, backward movement.	15	15	15	15
Diesel-Electric switch engines in road service.			35	35					10 6 6 10
Diesel-Electric locomotives 1500 to 1563, inclusive.		50	50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20	20
U. P. 7000 and 7800 class engines.			75	50	Over spring switches, where movement is over facing point switch.	20	20	20	20
U. P. 3800 and 3900 class engines.			60	50	Railroad crossings, not otherwise specified, where governed by automatic interlocking signals, between the two home signals governing movement over the crossing.				
U. P. 5000 and 9000 class engines.			50	50					
U. P. 4000 class engines.			45	45	On wye tracks, except those portions used as main track.	5	5	5	5
MacArthur type engines with 63-in. drivers.			55	50	Jordan spreaders and other machines of spreader type, when in operation.				15
MacArthur type engines with 57-in. drivers.			35	35	On side tracks laid with rail weighing 60 pounds or less.				5 5
U. P. Mallet, Ten-Wheeler and Consolidation type engines.			35	35	Wedge snow plows 05, 06, 07 and 08 may be operated on all main lines and branches, except as follows: St. Joseph Branch—Elwood to Troy. Highland Branch. Junction City Branch. Solomon Branch beyond M. P. 23. McPherson Branch beyond M. P. 21. Plainville Branch between Colby and Plainville.				
0-6-0 and 0-8-0 type yard engines.			20	20					
Steam engines running backward.	20	20	20	20					
Light engines.				45					
When more than 50% of the tonnage is gravel.				30					
Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)				40 35					25

FIRST SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Maximum speed between Kansas City and Topeka Topeka and Salina	75 79	75 79	75 75	50 50	94.7 and 95.0	70	60	60	45
Freight trains handled by Diesel-electric locomotive between Kansas City and Menoken.				55	Between Mile Posts— Belvue 99.7 and 99.8	70	60	60	45
C. R. I. & P. engines 5000 to 5064; incl., and 5100 to 5109, incl., between Kansas City and Topeka.			65	50	104.6 and 105.0	35	35	35	35
Between Mile Posts— Terminal Jct., over turn-outs from U. P. main tracks to K. C. T. main tracks.	30	30	30	25	Wamego 105.4 and 107.0	70	60	60	45
Muncie 13.2 and 13.4	75	65	65	50	St. George 117.8 and 118.2	70	60	60	45
16.3 and 17.2	70	60	60	50	119.1 and 119.4	30	30	30	25
Bonner Springs 17.9 and 18.0	30	30	30	30	Manhattan 121.9 and 122.0	70	60	60	45
20.2 and 20.4	75	65	65	50	123.1 and 123.5	40	35	35	25
Loring 21.4 and 21.8	75	65	65	50	124.7 and 125.3	60	50	50	40
23.6 and 23.9	75	65	65	50	Eureka Lake 129.2 and 129.3	70	60	60	45
27.5 and 27.7	75	65	65	50	East Funston 132.5 and 132.7	70	60	60	45
Linwood 33.1 and 33.4	75	65	65	50	133.7 and 137.1	50	40	40	25
36.5 and 36.9	60	50	50	40	Junction City, over inspection pit in main track.	25	25	25	25
Lawrence, within city limits.	30	30	30	25	141.0 and 141.4	70	60	60	45
39.5 and 39.9	30	30	30	25	143.6 and 145.2	40	35	35	25
42.4 and 43.0	75	65	65	50	Kansas Falls 148.7 and 148.9	70	60	60	45
Grantville 65.7 and 66.2	75	65	65	50	150.0 and 150.2	70	60	60	45
67.5 and 67.9	30	30	30	25	Ablene, between Oplena and Elm Streets.	30	30	30	25
Topeka, over Quincy Street and Kansas Avenue.	12	12	12	12	Ablene, over A. T. & S. F. Crossing.	30	30	30	25
68.0 and 69.1	20	20	20	20	165.9 and 166.1	70	60	60	45
Menoken, through turn-out.	25	20	20	20	167.9 and 168.3	50	45	45	35
Rossville, within city limits.	45	45	45	45	Sand Spring 169.3 and 169.5	70	60	60	45
St. Marys, within city limits.	25	25	25	25	Solomon 173.3 and 173.5	50	40	40	25
					New Cambria 181.2 and 181.3	70	60	60	45

SECOND SUBDIVISION

Maximum speed between Salina and Quinter. Quinter and Sharon Springs	79 75	79 75	75 65	50 45	Between Mile Posts— Brookville 201.7 and 202.2	70	60	60	45
Maximum speed, mixed trains.				50	203.9 and 208.0	70	60	60	45
Between Mile Posts— Salina, over A. T. & S. F. Crossing.	30	30	30	25	Terra Cotta 208.4 and 209.4	60	50	50	40
190.7 and 190.8	70	60	60	45	210.0 and 211.1	40	35	35	25
Bavaria 198.4 and 198.7	70	60	60	45					

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Pagr.	Pagr.	Frts.		Str.	DE-Pagr.	Pagr.	Frts.
Between Mile Posts— Carneiro 211.3 and 212.8	50	40	40	25	Between Mile Posts— Yocemento 296.2 and 296.9	70	60	60	45
213.1 and 215.3	40	35	35	25	297.5 and 297.7	70	60	60	45
215.5 and 216.1	50	40	40	25	Ellis, over inspection pits in main track.	25	25	25	25
Kanopolis 221.9 and 222.4	40	35	35	25	304.3 and 307.0	60	50	50	40
Ellsworth, over St. L. & S. F. Crossing.	20	20	20	20	Riga 311.4 and 311.8	70	60	60	45
224.6 and 225.0	60	50	50	40	Wakeney Between first crossing west and second crossing east of depot.	40	40	40	25
225.6 and 225.8	70	60	60	45	323.3 and 324.0	55	45	45	35
228.4 and 228.7	70	60	60	45	Voda 330.2 and 330.6	70	60	60	45
230.6 and 230.9	60	50	50	40	331.7 and 332.1	60	50	50	40
Black Wolf 231.7 and 233.0	50	40	40	30	335.0 and 335.4	60	50	50	40
235.0 and 236.2	50	40	40	30	Collyer 336.6 and 337.0	55	45	45	35
238.4 and 239.5	70	60	60	45	Oakley 383.4 and 384.3	70	60	60	45
Wilson, No. 38 within city limits.			40		Winona 401.3 and 401.8	70	60	60	45
242.3 and 242.7	70	60	60	45	405.5 and 405.8	60	50	50	40
Dorrance 249.5 and 250.0	60	50	50	40	McAllaster 419.6 and 420.5	70	60	60	45
Bunker Hill 256.4 and 256.9	70	60	60	45	Wallace 424.9 and 425.0	70	60	60	45
Balta 270.1 and 270.4	70	60	60	45					
Victoria, within city limits.	50	50	50	40					

THIRD SUBDIVISION

Maximum speed between Sharon Springs and Salis Salis and Kit Carson Kit Carson and Limon Limon and Pullman	75 79 75 79	75 79 75 79	65 75 65 75	45 50 45 50	Between Mile Posts— River Bend 558.8 and 559.3 561.3 and 562.0	55 70	45 60	45 60	35 45
Maximum speed, mixed trains.				50	562.9 and 567.2	60	50	50	40
Freight engines not otherwise shown.			45		562.9 and 567.2, with U. P. 2200, 2300 and 2400 and C. R. I. & P. 2300 class engines.			40	40
C. R. I. & P. 4000, 5000 and 5100 class engines.			50	45	562.9 and 567.2, with U. P. 5000 and C. R. I. & P. 4000 and 5000 class engines.			30	30
C. R. I. & P. 2300 class engines.			50	40	Cedar Point Siding	5	5	5	5
C. R. I. & P. 2600 and 2700 class engines.			40	40	Deer Trail 587.2 and 589.8	60	50	50	40
Between Mile Posts— Chemung 450.8 and 451.1	70	60	60	45	Byers 598.9 and 601.5	70	60	60	45
Arapahoe 454.5 and 454.6	70	60	60	45	Strasburg 605.2 and 607.0	70	60	60	45
Aroya 512.4 and 512.7	70	60	60	45	Watkins 619.3 and 620.5	70	60	60	45
Bagdad 543.9 and 544.9	70	60	60	45	Denver, over grade crossings within city limits.	35	35	35	25
546.2 and 546.6	70	60	60	45					

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frts.		Pagr.	Frts.
Maximum speed: On straight track, between Menoken and Upland. On straight track, between Upland and Hastings.	65 65	50 45	135.0 and 135.2	50	45
On curves, where not otherwise restricted.	60	45	136.1 and 136.5	50	40
Freight trains handled by Diesel-electric locomotive be- tween Menoken and Hastings.		50	Between Mile Posts— Hollenberg 140.1 and 140.3	25	25
Light engines.		35	140.8 and 141.6	25	25
Over Bridges 7.09, 8.70 and 34.45: 9000 class engines must not be doubleheaded over these bridges: 5000 class engines doubleheaded. 9000 class engines single.	25 25	25 25	Steele City 142.2 and 142.6	50	45
Between Mile Posts— Emmett 26.5 and 26.9	50	45	Endicott C. B. & Q. Crossing M. P. 147.1	35	35
Alkins 36.7 and 37.1	50	45	Fairbury C. R. I. & P. Crossing M. P. 154.4	25	25
Onaga 39.4 and 42.9	50	45	155.1 and 155.3	50	45
Frankfort M. P. Crossing M. P. 58.3	30	30	164.9 and 166.3	50	45
Winifred 67.9 and 68.2	50	45	175.5 and 175.9	50	45
Marysville Through turn-out to passenger main track—east end yard west of Elm Street.	10	10	Belvidere C. B. & Q. Crossing M. P. 177.0	35	35
115.7 and 116.2	50	45	181.7 and 182.0	50	45
Herkimer 118.6 and 119.1	50	45	Carleton 184.5 and 184.7	50	45
121.1 and 126.9	50	45	187.9 and 189.1	50	40
Hanover C. B. & Q. Crossing M. P. 128.1	35	25	Davenport C. & N. W. Crossing M. P. 191.2	35	35
129.7 and 129.9	50	45	Edgar C. B. & Q. Crossing M. P. 200.5	35	35
133.4 and 133.9	50	45	Hastings M. P. Crossing M. P. 227.3	35	25
			Between Hastings and Grand Island.	35	30
			Motor trains, between Hastings and Grand Island.	40	

BRANCHES

Leavenworth Branch. Between Lawrence and Leavenworth. Trains handling outfit cars.	25 20	At Mile Posts— 100.5 112.5 113.5	25
Between Leavenworth and Corral: On straight track. On curves.	15 10	Manhattan, over Poynts Avenue and a trainman must act as crossing watchman.	3
Between Corral and Knox	5	Junction City Branch. Maximum speed— Steam trains. Trains handling outfit cars.	25 20
Manhattan Branch. Between Beatrice and Marysville.	40	Between M. P. 19.7 and 20.0.	10 10
Between Marysville and Manhattan— Steam trains. Trains handling outfit cars.	25 20	At Mile Posts— 7.4 23.1 46.4 7.5 23.5 47.1 10.6 23.9 48.1 12.4 25.5 48.4 12.9 25.7 48.6 15.6 42.3 48.9	25 25
Light engines, between Beatrice and Marysville.	35		
Between Mile Posts— 101.5 and 107.6 110.3 and 111.6 118.8 and 122.1 128.7 and 129.2	30		

BRANCHES—Continued

Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frts.		Pagr.	Frts.
Solomon Branch. Maximum speed— Steam trains. Trains handling outfit cars.	25	25 20	St. Joseph Branch. Maximum speed, between Troy and M. P. 45 and between M. P. 65 and Upland.	35	35
McPherson Branch. Maximum speed. Trains handling outfit cars.		25 20	Motor trains, between Troy and M. P. 45 and between M. P. 65 and Upland.	45	
Salina, between Prescott Street and Union Station.		10	Maximum speed, between M. P. 45 and M. P. 65.	30	30
Plainville Branch. Between Salina and Morland— Motor trains. Steam trains.	40 30	30	Motor trains, between M. P. 45 and M. P. 65.	40	
Over Broadway By-Pass, Salina Trains handling outfit cars.	10	10	Trains handling outfit cars.		20
Between Morland and Oakley— Steam trains.	25	25			
Between Morland and Colby— Motor trains.	35				
Between Colby and Oakley— Motor trains.	40				
At Mile Posts— 51.7 75.7 77.7 61.9 76.3 83.8 73.4 76.6 95.8 74.5 77.2 98.0		30 25	Between Mile Posts— 6.7 and 6.8; 14.5 and 14.8 17.8 and 25.2; 32.6 and 33.3 39.1 and 41.7; 44.2 and 44.7 47.1 and 47.3; 48.3 and 48.6 53.0 and 56.6; 57.9 and 58.4 66.5 and 67.2; 72.2 and 72.5 73.4 and 75.3; 82.1 and 82.3 99.4 and 101.3	35	25
Highland Branch.		10	U. S. Hospital Branch. Maximum speed— On straight track. On curves. Trains handling outfit cars. Over Bridge 0.09.	30 15 5	30 15 20 5

Union Pacific Railroad Employees Hospital Association Physicians And Surgeons Are Located As Shown Below:

NAME	TITLE	PLACE	NAME	TITLE	PLACE	NAME	TITLE	PLACE
Douglas L. Gamette.....	Medical Director.....	Los Angeles, Cal.	G. R. Combs.....	Surgeon.....	Leavenworth, Kan.	J. G. Swails.....	Surgeon.....	Wathena, Kan.
Graham J. Owens.....	District Surgeon.....	Kansas City, Mo.	L. A. Kerr.....	Surgeon.....	Lincoln Center, Kan.	John Van Duzyn.....	Surgeon.....	Wakeeny, Kan.
Irvn M. Birenboim.....	Aurist.....	Kansas City, Mo.	William Howlerda.....	Surgeon.....	Lindsborg, Kan.	H. E. Martin.....	Surgeon.....	Wakeeny, Kan.
Andrew W. McAlester, 3rd.....	Oculist.....	Kansas City, Mo.	C. R. Lytle.....	Surgeon.....	McPherson, Kan.	Wm. M. Greig.....	District Surgeon.....	Denver, Colo.
H. H. Owens.....	Surgeon.....	Kansas City, Mo.	R. G. Schoonhoven.....	Surgeon.....	Manhattan, Kan.	John S. Benwell.....	Surgeon.....	Denver, Colo.
Samuel E. Roberts.....	Aurist.....	Kansas City, Mo.	Robert M. Thomas.....	Surgeon.....	Marysville, Kan.	T. E. Beyer and J. R. Blair.....	Aurist.....	Denver, Colo.
Donald J. Smith.....	Surgeon.....	Kansas City, Mo.	F. E. Harvey.....	Surgeon.....	McPherson, Kan.	L. Scott Frank.....	Surgeon.....	Denver, Colo.
E. E. Anderson.....	Oculist & Aurist.....	Kansas City, Kan.	V. R. Parker.....	Surgeon.....	Minneapolis, Kan.	A. T. Haley.....	Surgeon.....	Denver, Colo.
Harvey L. Lloyd.....	Surgeon.....	Kansas City, Kan.	C. S. Fleckenstein.....	Surgeon.....	Onaga, Kan.	Ivan E. Hix.....	Oculist.....	Denver, Colo.
J. Warren Manley.....	Surgeon.....	Kansas City, Kan.	Eugene A. Walsh.....	Surgeon.....	Perry, Kan.	H. W. Stuver.....	Surgeon.....	Denver, Colo.
C. J. Mullen.....	Oculist.....	Kansas City, Kan.	C. C. Bliss.....	Surgeon.....	Plainville, Kan.	Willis L. Bennett.....	Surgeon.....	Denver, Colo.
L. G. Heins.....	Surgeon.....	Abilene, Kan.	E. C. Peterson.....	Surgeon.....	Rossville, Kan.	Alfred E. Whitehouse.....	Surgeon.....	Byers, Colo.
V. J. Vaughn.....	Surgeon.....	Axtell, Kan.	Clyde S. Smith.....	Surgeon.....	Russell, Kan.	L. N. Meyers.....	Surgeon.....	Choyenne Wells, Colo.
Roger P. Weltmer.....	Surgeon.....	Beloit, Kan.	Walter J. Pettijohn.....	Surgeon.....	Sabetha, Kan.	J. L. Jensen.....	Surgeon.....	Hill City, Kan.
W. W. Weltmer.....	Surgeon.....	Beloit, Kan.	F. N. White.....	Surgeon.....	Sabetha, Kan.	Vernon A. Vesper.....	Surgeon.....	Hugo, Colo.
K. M. Rottluff.....	Surgeon.....	Bonnar Springs, Kan.	A. H. Haynes.....	Oculist & Aurist.....	Sabetha, Kan.	Bernard B. Gloeckler.....	Surgeon.....	Linon, Colo.
G. G. Greenlee.....	Surgeon.....	Chapman, Kan.	Clemens Rucker.....	Surgeon.....	St. Joseph, Mo.	J. O. Clanin.....	Surgeon.....	Oakley, Kan.
G. W. Bale.....	Surgeon.....	Clay Center, Kan.	Owens W. D. Craig.....	Surgeon.....	St. Joseph, Mo.	Gordon B. Sekavee.....	Surgeon.....	Oakley, Kan.
Porter & Haughey.....	Surgeons.....	Concordia, Kan.	Samuel E. Senor.....	Oculist & Aurist.....	St. Joseph, Mo.	C. M. Miller.....	Surgeon.....	Quinter, Kan.
Forest A. Mouniford.....	Surgeon.....	Davenport, Neb.	O. Earl Whitsell.....	Oculist & Aurist.....	St. Marys, Kan.	Benj. S. Morris.....	Surgeon.....	Quinter, Kan.
Albert L. Bonfanti.....	Surgeon.....	Ellis, Kan.	Orval L. Smith.....	Surgeon.....	Salina, Kan.	M. L. Brakbill.....	Surgeon.....	Sharon Springs, Kan.
G. A. Surface.....	Surgeon.....	Ellis, Kan.	R. E. Cheney.....	Oculist & Aurist.....	Salina, Kan.	Lynn T. Hall.....	Dist. Medical Officer.....	Omaha, Neb.
H. St. C. O'Donnell.....	Surgeon.....	Ellsworth, Kan.	Ernest E. Harvey.....	Surgeon.....	Salina, Kan.	W. T. Wildhaber.....	Surgeon.....	Beatrice, Neb.
D. W. Bolton.....	Surgeon.....	Frankfort, Kan.	Max S. Lake.....	Oculist & Aurist.....	Salina, Kan.	Volney D. Douglas.....	Surgeon.....	Carleton, Neb.
M. A. Brawley.....	Surgeon.....	Frankfort, Kan.	J. K. Harvey.....	Surgeon.....	Salina, Kan.	Russell Frink.....	Surgeon.....	Lawrence, Kan.
William M. Brewer.....	Surgeon.....	Hays, Kan.	John C. Mitchell.....	Surgeon.....	Salina, Kan.	D. O. Hughes.....	Surgeon.....	Fairbury, Neb.
Lloyd W. Reynolds.....	Surgeon.....	Hays, Kan.	Kenneth L. Druet.....	Surgeon.....	Salina, Kan.	W. H. Hombach.....	Surgeon.....	Grand Island, Neb.
Ray Meidinger.....	Surgeon.....	Hiawatha, Kan.	E. N. Chaffee.....	Surgeon.....	Salina, Kan.	Sylvan Grove, Kan.	Surgeon.....	Grand Island, Neb.
Robert L. Corder.....	Surgeon.....	Highland, Kan.	B. A. Higgins.....	Surgeon.....	Salina, Kan.	E. G. Johnson.....	Surgeon.....	Grand Island, Neb.
F. W. O'Donnell.....	Surgeon.....	Junction City, Kan.	Willard J. Howland.....	Surgeon.....	Salina, Kan.	K. F. McDermott.....	Surgeon.....	Grand Island, Neb.
Harry O'Donnell.....	Surgeon.....	Junction City, Kan.	John W. Cavanaugh.....	Surgeon.....	Salina, Kan.	R. D. Martin.....	Oculist & Aurist.....	Hanover, Kan.
John A. Holmes.....	Surgeon.....	Lawrence, Kan.	L. G. Schwartz.....	Surgeon.....	Salina, Kan.	Daniel S. Roccaforte.....	Surgeon.....	Hastings, Neb.
			A. W. Butcher.....	Surgeon.....	Salina, Kan.	O. A. Kostal.....	Surgeon.....	Hastings, Neb.
			Benj. Brunner, Jr.....	Surgeon.....	Wamego, Kan.	C. F. Uridil.....	Surgeon.....	Hastings, Neb.

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6 (A))

6. The following letters placed before figures of a schedule indicate:
- s—regular stop;
 - f—flag stop to receive or discharge traffic;
 - A—arrive.
- 6 (A). The following letters placed in column with station name in time-table indicate:
- D —day operator
 - N —night operator
 - DN—day and night operator
 - R —train register
 - YL—yard limits

The following letters placed in columns provided in time-table indicate:

- C—coal
- I—interlocking
- O—oil
- P—dispatcher's telephone
- T—turntable
- W—water
- X—cross-over
- Y —wye
- Z —track scales
- AI —automatic interlocking signals
- CS —center siding
- ES —eastward siding
- WS —westward siding
- RCS—remote control switch

FOLLOWING STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Siding, etc. See Rule 6(A)	Switch Connection	Location	Mile Post	Car Capacity of Siding, etc. See Rule 6(A)	Switch Connection
(FIRST SUBDIVISION)				(FOURTH SUBDIVISION)			
Edwardsville (1).....	14.0	52 XWP	Both	Spence (3).....	132.5	17 P	East
Forest Lake (1).....	15.0	43 XP	East	Powell (3).....	161.5	P
Sunflower.....	16.7	14 XP	Both	Sedan (3).....	196.4	12 P	Both
Lenape (1).....	23.5	36 XP	Both	Ahan (3).....	213.8	10 P	West
Midland (1).....	43.2	25 XP	Both	Hansen (3).....	235.1	26 P	Both
Buck Creek (1).....	46.1	34 XP	Both	River (3).....	245.4	6 P	Both
Medina.....	53.6	17 X	Both	Westwood.....	248.7	35	West
Newman (1).....	55.9	31 XP	Both				
Kiro (2).....	75.2	35 P	Both				
Swamp Angel.....	114.8	6	East				
Ogdenburg (1).....	130.3	22 P	Both				
Funston.....	133.6	131 P	Both				

(1) Flag stop for 69-70. (2) Flag stop for 69. (3) Flag stop for 543-544.

Standard Clocks Are Located as Shown Below

Kansas City.....	Union Station	Pullman.....	Roundhouse, Engine
Denver.....	Dispatcher's Office	Denver, 36th Street.....	Register Room
Denver, 36th Street.....	Register Room	Denver, 36th Street.....	Telegraph Office
Denver, 29th Street.....	Telegraph Office	Denver, 29th Street.....	Yard Office
Denver, 23rd Street.....	Telegraph Office	Denver, 23rd Street.....	Conductor's Room, Freight Station
Denver.....	Dispatcher's Office	Denver.....	Register Room
Denver.....	"U. D." Telegraph Office	Beloit.....	Telegraph Office
Beloit.....	Telegraph Office	Plainville.....	Telegraph Office
Plainville.....	Telegraph Office	Leavenworth.....	Telegraph Office
St. Joseph.....	Union Depot Telegraph Office	St. Joseph.....	Terminal Yard Office
St. Joseph.....	Roundhouse Shop Office	St. Joseph.....	Telegraph Office
Marysville.....	Telegraph Office	Marysville.....	Dispatcher's Office
Marysville.....	Telegraph Office	Marysville.....	Yard Office
Marysville.....	Roundhouse	Marysville.....	Yard Office
Marysville.....	Waiting Room, Passenger Station	Hastings.....	Yard Office
Hastings.....	Yard Office	Grand Island.....	Telegraph Office
Grand Island.....	Telegraph Office	Grand Island.....	Roundhouse
Grand Island.....	Yard Office	Grand Island.....	Telegraph Office
Beatrice.....	Telegraph Office	Hugo.....	Telegraph Office
Beatrice.....	Roundhouse	Beatrice.....	Telegraph Office
Concordia.....	Telegraph Office	Pullman.....	Yard Office